In the Claims:

This listing of claims is provided for the Examiner's ease of reference. The claims have not been amended.

1. – 17. **(Canceled)**

18. **(Previously Presented)** An outboard motor comprising:

an internal combustion engine having a vertical crankshaft;

a mid-section disposed below the internal combustion engine and supporting the internal combustion engine, the mid-section being configured for mounting on a transom of a watercraft;

a lower unit disposed below the mid-section, the lower unit including a propeller driven by the internal combustion engine and configured to propel the watercraft; and

a set of fault indicators mounted directly to a portion of the internal combustion engine, wherein the set of indicators provides at least one form of feedback to a user regarding at least an operational condition at engine start-up.

19. **(Original)** The outboard motor of claim 18 wherein the at least one form of feedback includes a visual feedback.

20. **(Previously Presented)** The outboard motor of claim 19 wherein the set of indicators is configured to illuminate at engine start-up if no engine fault conditions are deemed present.

21. **(Original)** The outboard motor of claim 20 wherein the set of indicators includes a separate indicator to indicate each of the following at engine start-up:

kill switch activation;

sensed crankshaft position;

acceptable charging level attained; and

acceptable drive gear position.

22. **(Original)** The outboard motor of claim 21 wherein one indicator is configured to change condition if the drive gear position is in neutral at start-up.

23. **(Previously Presented)** The outboard motor of claim 37 wherein the set of indicators includes a separate indicator to indicate each of the following during engine running:

charging system malfunction;

injection/ignition system malfunction;

sensor system malfunction; and

engine lubrication/engine temperature malfunction.

24. **(Original)** The outboard motor of claim 19 further comprising a control unit mounted to the internal combustion engine and wherein the multi-mode set of fault indicators is mounted to the control unit in a manner visible to a user when only a top cover of the outboard motor is removed.

25. **(Original)** The outboard motor of claim 24 wherein the control unit includes a recordable medium accessible by a service technician and configured to maintain a history of any fault indicator.

26. **(Original)** The outboard motor of claim 19 wherein the internal combustion engine is a two-stroke internal combustion engine.

27. **(Original)** The outboard motor of claim 19 further comprising a battery to supply a voltage to a plurality of electronic components.

28. **(Original)** The outboard motor of claim 19 wherein the internal combustion engine is a rope-start engine.

29. – 36. **(Canceled)**

37. **(Previously Presented)** The outboard motor of claim 18 wherein the set of indicators provides a form of feedback to a user regarding both an operational condition at start-up and an operational condition during running.

38. **(Previously Presented)** An outboard motor comprising:

an internal combustion engine having a vertical crankshaft;

a mid-section disposed below the internal combustion engine and supporting the internal combustion engine, the mid-section being configured for mounting on a transom of a watercraft;

a lower unit disposed below the mid-section, the lower unit including a propeller driven by the internal combustion engine and configured to propel the watercraft; and

at least one fault indicator mounted to a portion of the outboard motor, wherein the at least one fault indicator provides at least one form of feedback to a user regarding at least an operational condition at engine start-up.

39. **(Previously Presented)** The outboard motor of claim 38 wherein the at least one fault indicator is a multi-mode set of fault indicators

40. **(Previously Presented)** The outboard motor of claim 38 wherein the at least one form of feedback includes a visual feedback.

41. **(Previously Presented)** The outboard motor of claim 40 wherein the at least one indicator is configured to illuminate at engine start-up if no engine fault conditions are deemed present.

42. **(Previously Presented)** The outboard motor of claim 41 wherein the at least one indicator includes a separate indicator to indicate each of the following at engine start-up:

kill switch activation;

sensed crankshaft position;

acceptable charging level attained; and

acceptable drive gear position.

43. **(Previously Presented)** The outboard motor of claim 42 wherein one of the at least one indicators is configured to change condition if the drive gear position is in neutral at start-up.

44. **(Previously Presented)** The outboard motor of claim 50 wherein the at least one indicator includes a separate indicator to indicate each of the following during engine running:

charging system malfunction;

injection/ignition system malfunction;

sensor system malfunction; and

engine lubrication/engine temperature malfunction.

45. **(Previously Presented)** The outboard motor of claim 40 further comprising a control unit mounted to the internal combustion engine and wherein the fault indicator is mounted to the control unit in a manner visible to a user when only a top cover of the outboard motor is removed.

46. **(Previously Presented)** The outboard motor of claim 45 wherein the control unit includes a recordable medium accessible by a service technician and configured to maintain a history of the fault indicator.

47. **(Previously Presented)** The outboard motor of claim 40 wherein the internal combustion engine is a two-stroke internal combustion engine.

48. **(Previously Presented)** The outboard motor of claim 40 further comprising a battery to supply a voltage to a plurality of electronic components.

49. **(Previously Presented)** The outboard motor of claim 40 wherein the internal combustion engine is a rope-start engine.

50. **(Previously Presented)** The outboard motor of claim 38 wherein the at least one indicator provides a form of feedback to a user regarding both an operational condition at start-up and an operational condition during running.